

Message Text

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ACTION FAA-00

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00
DODE-00 DOTE-00 EB-07 INR-07 NSAE-00 EPG-02 CEQ-01
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FM AMEMBASSY LONDON
TO SECSTATE WASHDC 4389

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E.O.: 11652:N/A
TAGS: EAIR, UK
SUBJ: AIRCRAFT NOISE ABATEMENT PROGRAM FOR PUBLIC
BUILDINGS LOCATED NEAR AIRPORTS

REF: STATE 89856

1. INFORMATION PROVIDED BY UK DEPT. OF TRADE
IN RESPONSE TO QUESTIONS REFTEL FOLLOW. COPIES
OF PAMPHLETS DESCRIBING HEATHROW AND GATWICK NOISE
INSULATION GRANTS SCHEMES FOR THOSE AIRPORTS, AS WELL
AS COPIES OF LEGISLATION, ON THE ISSUES BEING POUCHED
TO DEPARTMENT (EB/OA/AVP MR. WHITE).

BEGIN QUOTE:- YOU SHOULD KNOW THAT SOUNDPROOFING
SCHEMES IN THE VICINITY OF AIRPORTS IN THE UK HAVE,
UP TILL NOW, BEEN LIMITED TO DWELLINGS. THE VIEW
WAS TAKEN THAT THE COST OF THE SOUNDPROOFING OF
PUBLIC BUILDINGS SHOULD BE THE RESPONSIBILITY OF THE
PUBLIC AUTHORITY CONCERNED. HOWEVER, IN 1973, THE
RELEVANT LEGISLATION WAS AMENDED TO ALLOW FOR THE
SOUNDPROOFING OF BUILDINGS OTHER THAN DWELLINGS.
WE ARE NOW CONSIDERING A SMALL PROTOTYPE SCHEME FOR
THE SOUNDPROOFING OF SOME SCHOOLS NEAR HEATHROW.

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YOU SHOULD ALSO KNOW THAT THE GOVERNMENT HAS DIRECT
RESPONSIBILITY FOR NOISE ABATEMENT MEASURES ONLY AT
AIRPORTS DESIGNATED, FOR NOISE PURPOSES, UNDER SECTION
29 OF THE CIVIL AVIATION ACT 1971. ONLY FOUR AIRPORTS
HAVE BEEN SO DESIGNATED:- HEATHROW, GATWICK, STANSTED
AND PRESTWICK. AT OTHER AIRPORTS, NOISE ABATEMENT IS
THE RESPONSIBILITY OF THE AIRPORT OPERATOR, MAINLY

LOCAL AUTHORITIES OR THE BRITISH AIRPORTS AUTHORITY.
THE INFORMATION I SHALL GIVE YOU RELATES TO DIRECT
GOVERNMENTAL EXPERIENCE ALTHOUGH, SO FAR AS WE KNOW,
NO AIRPORT AUTHORITY IN THE UK HAS ACTED IN ANY WAY
DIFFERENTLY.

THE ANSWERS TO THE QUESTIONS IN THE SECOND PARAGRAPH
OF THE TELEGRAM ARE AS FOLLOWS:-

- (I) THE COST OF NOISE INSULATION SCHEMES IS MET
BY THE OPERATOR, WHETHER OR NOT THE AIRPORT IS
DESIGNATED FOR NOISE PURPOSES, AND THERE IS NO SPECIFIC
NOISE CHARGE. THE COSTS ARE REGARDED AS BEING
DIRECTLY ATTRIBUTABLE TO THE OPERATION OF THE AIRPORT.
- (II) THE AREAS TO BE COVERED BY THE SCHEMES ARE
CONFINED TO AREAS OF HIGH DISTURBANCE AND BASED ON NOISE
AND NUMBER INDEX CONTOURS. TO BENEFIT FROM THE SCHEMES
THE DWELLINGS/BUILDINGS MUST HAVE BEEN IN THE
OCCUPATION OF THE APPLICANT AT A GIVEN DATE, SOME YEARS
PREVIOUSLY.
- (III) NOTHING HAS YET BEEN SPENT ON PUBLIC BUILDINGS,
BUT, ON DWELLINGS, UP TO THE END OF 1976, 2.7M POUNDS
STERLING HAS BEEN SPENT AT HEATHROW AND 200,000 POUNDS
STERLING AT GATWICK. (400,000 POUNDS STERLING HAS ALSO
BEEN SPENT AT MANCHESTER AND LUTON AIRPORTS).
- (IV) AGAIN, NO PUBLIC BUILDINGS, BUT 13,865 DWELLINGS
HAVE BEEN DEALT WITH AT HEATHROW AND 750 AT GATWICK.
- (V) THE GENERAL REACTION HAS BEEN GRATIFICATION THAT
SOME ACTION HAS BEEN TAKEN, COUNTERBALANCED BY
CRITICISM THAT THE GRANTS DID NOT COVER THE SOUNDPROOF-
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ING OF COMPLETE DWELLINGS AND THAT THE AREA TO BE
COVERED SHOULD BE MUCH WIDER. THE SMALL SCHEME NOW
BEING EVOLVED AT HEATHROW FOR SCHOOLS CAN BE REGARDED
AS A PILOT SCHEME ON COSTS AND FEASIBILITY.

I HOPE THAT THE ABOVE INFORMATION IS HELPFUL TO YOU.
ALTHOUGH NOT DIRECTLY RELEVANT TO PUBLIC BUILDINGS-
YOU MAY CARE TO SEE THE ENCLOSED COPIES OF THE
LEGISLATION AND THE EXPLANATORY BOOKLETS COVERING
THE HEATHROW AND GATWICK SCHEMES.

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Disposition Approved on Date:
Disposition Case Number: n/a
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Disposition Event:
Disposition History: n/a
Disposition Reason:
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